

Entertainment.

THEATRE ROYAL, CITY HALL.
HONGKONG AMATEUR DRAMATIC CLUB.

THE FIRST PERFORMANCE OF THE SEASON.
will take place on

TUESDAY EVENING,
the 8th November, at 8 p.m.

When will be produced a COMEDY BY
J. W. BROUGHTON,
entitled

'WITHERED LEAVES,'
AND
A COMIC DRAMA IN TWO ACTS, entitled
'THE FIRST NIGHT.'

Tickets may be obtained from Messrs.
LANE, CRAWFORD & Co., on and after
Tuesday, 1st November, at 9 a.m.

H. M. THOMSETT,
Hon. Secretary.
Hongkong, October 26, 1887. 2082

For Sale.

FOR SALE.

THE BRITISH STEAMER
ATHULL,

of 1,436 Tons Gross, 922 Tons Net Register and 170 H.P., with all her TACKLE, APPAREL and APPURTENANCES, as she now lies in this Harbour.

For further Particulars, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 31, 1887. 2129

FOR SALE.

JULES MUM & Co.'s
CHAMPAGNE,

Quarts.....\$20 per Case of 1 doz.
Pints.....\$21 " " " 2 "

Dubois Freres & Co. of Gerson & Co.'s
BORDEAUX CLARETS and
WHITE WINES.

Baxter's Celebrated 'Barley Brew'
WHEISKY—\$7 per Case of 1 doz.

GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

Notices to Consignees.

THE BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND
SINGAPORE.

THE Steamship Demos, Captain
Thomson, having arrived from the
above Ports, Consignees of Cargo are
hereby requested to send in their Bills
of Lading for counter-signature by the
Underigned, and to take immediate
delivery of their Goods from alongside.

The Steamer is berthed at the Kowloon
Piers, and any Cargo impeding her discharge
will there be landed into Godowns and
stored at Consignees' risk and expense, un-
less notice to the contrary be given before
4 p.m. To-day, the 31st instant.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 7th November will be
subject to rent. All Claims must reach us
before 4 p.m. of the 10th November, or they
will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, October 31, 1887. 2123

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship Devonshire, Captain
Purvis, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to
the Underigned for counter-signature, and
to take immediate delivery of their Goods
from alongside.

The Steamer is berthed at Kowloon Piers
and Cargo impeding her discharge will be
at once landed and stored at Consignees
risk and expense, and no Fire Insurance
will be effected.

All Claims against the Steamer must be
presented to the Underigned on or before
the 8th November, or they will not be
recognized.

RUSSELL & Co.,
Agents.
Hongkong, October 31, 1887. 2126

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. Iphigeneia, Capt. L. Volzmer,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Underigned, and to take
immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded un-
less notice to the contrary be given before
5 p.m. To-day.

Any Cargo impeding her discharge will
be landed into the Godowns of the Kow-
loon Free and Godown Co. and stored at
Consignees' risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 10th inst.
will be subject to rent.

All broken, chaffed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 9th inst. at 10 a.m.
No Fire Insurance has been effected.

STERNBERG & Co.,
Agents.
Hongkong, November 3, 1887. 2167

To-day's Advertisements.

St. JOHN'S LODGE OF HONGKONG.

No. 518, S. C.

A Regular MEETING of the lodge
will be held in the Free
Mason's Hall, Zetland Street, on SATUR-
DAY NEXT, the 12th instant, at 8 for
8.30 p.m., precisely. Visitors are
cordially invited.

Hongkong, November 3, 1887. 2173

To-day's Advertisements.

COLORED FIRES.

ORDERS for above, Required for JUBI-
LEE CELEBRATIONS, are request-
ed before TUESDAY NEXT.

A. S. WATSON & Co., Ltd.
Hongkong, November 5, 1887. 2174

FOR SWATOW AND HANGKOW.

THE SCOTTISH ORIENTAL STEAM
SHIP COMPANY, LIMITED.

The Company's Steamer
Phra Chula Chom Klao, will
be despatched for the
above Ports on MONDAY, the 7th instant,
at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, November 5, 1887. 2171

DOUGLAS STEAMSHIP COMPANY, LIMITED.

The Co.'s Steamer
Haitan, Captain Ashford, will be
despatched for the above
Ports on WEDNESDAY, the 9th inst., at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, November 5, 1887. 2172

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ALLIE BROWN, Hawaiian brig, Captain J.
Phillips.—Widner & Co.

ANABAC, American ship, Capt. Robin-
son.—Captain.

ASIA, British ship, Captain Theo. R.
Anderson.—Arnold, Karberg & Co.

BENG SEWELL, American ship, Capt. S.
R. Ulmes.—Pustau & Co.

BISAGNO, Italian steamer, Capt. S. An-
fossio.—Carliozzi & Co.

ISALO REED, American ship, Capt. J. D.
Waldo.—Stiemssen & Co.

TITANIA, Austro-Hungarian str., Capt.
M. Garofolich.—O. Bachrach.

VELOCITY, British barque, Capt. R. Mar-
tin.—Pustau & Co.

SHIPPING.

ARRIVALS.

November 4, 1887.—

Gluckburg, German str., 916, Schultz,
Bangkok Oct. 25, General.—MELORENS & Co.

November 5.

Amoy, British steamer, from Whampoa.

Canton, British steamer, from Whampoa.

Disegno, Italian steamer, 2,150, S. An-
fossio, Bombay October 16, and Singapore
28, General.—

Telenchias, British steamer, 1,421, Jones,
Foonchow November 3, General.—BUTTER-
FIELD & SWIRE.

Shepherd Osborn, British steamer, 875, W.
Fawcett, Shanghai October 21, Cable.—E.
S. A. & O. TRESLAPHAN.

Geelong, British steamer, 1,139, J. Thom,
Kobe October 30, Oual and General.—GIBB,
LIVINGSTON & Co.

Yokohama, British steamer, 911, H. Hogg,
Shanghai November 1, and Swatow
4, General.—JARDINE, MATHESON & Co.

Santa Filomena, Spanish schooner, 448,
J. de Mendiguren, Iloilo Oct. 21, General.—
KONG-MANG TAY.

Yikang, British steamer, 880, Leisk,
Nouchang October 30, Beans.—JARDINE,
MATHESON & Co.

Perona, British steamer, 1,876, F. Spack,
Shanghai November 3, Mails and General.—
P. & O. S. N. Co.

Titania, Austro-Hungarian str., 2,011,
Garofolich, Trieste September 18, and Sin-
gapore October 30, General.—ACSTON-
HUMPHRIE LLOYD S. N. Co.

Wingang, British steamer, 1,617, A. de
St. Croix, Calcutta October 21, and Singa-
pore 29, General.—JARDINE, MATHESON &
Co.

DEPARTURES.

November 5.—

Triumph, for Hoihow, 80 Chinese.

Chi-yuen, for Whampoa.

Dorella, for Bangkok.

Arree, for Manila.

Pukuan, for Shanghai.

Pakshan, for Swatow.

Empress, for Singapore.

Canton, for Swatow and Shanghai.

Glamorganshire, for Singapore.

Caribbrooke, for Nagasaki and Yokohama.

Window, for Tientsin.

C. E. (H. K.).

Phra Chula Chom Klao, for Swatow.

Namoa, for Coast Ports.

Devotion, for Amoy and Shanghai.

Young Sunn, for Bangkok.

Itane, for Haiphong.

Itane, for Saigon.

Lady Harwood, for Honolulu.

Aburne, for Samarang.

Phaungto, for Haiphong.

PASSENGERS.

ARRIVED.

Per *Gluckburg*, from Bangkok, 1 Euro-
pean, and 21 Chinese.

Per *Disegno*, from Singapore, &c., Mr.
M. Gail, and 215 Chinese.

Per *Telenchias*, from Foonchow, 10
Chinese.

Per *Fooking*, from Shanghai, Lieut. Col.
Anderson, Lieut. Pritchard, Messrs. Char-
lton, Wilson, Ray and Lampart, and 60
Chinese.

Per *Young Sunn*, from Shanghai, for Hong-
kong, Messrs. O. Oressa, J. S. Shooker, and
native servant, Messrs. H. A. Solomon, D.
A. Solomon, J. S. Judah and native ser-
vant, Mrs. Maun, Misses Maun and G.
Maun, Mr. J. B. Coultard, Dr. C. Ro-
well, Messrs. A. E. Stoum, L. R. Fonda,
M. F. Dunn, John Connor, James Leitch,
and native servant, Mr. E. Mann, Miss
Palmer, and 10 Chinese, for Singapore.

Per *J. F. Lecker*, for Penang, Rev. A. H. Ely,
for London, Messrs. W. W. King, F. Fox,
W. Spence and W. White.

Per *Phaungto*, from Singapore, 280 Chi-
nese.

Per *Young Sunn*, from Singapore, 334 Chi-
nese.

POST OFFICE NOTICES.

MAILS will close:

For SWATOW, AMOY and FOONCHOW.
Per *Disegno*, at 5 p.m., on Tuesday, the
5th inst.

For TIENTSIN.
Per *Yikang*, at 2.30 p.m., on Thursday,
the 10th inst.

For NAGASAKI, KOBE and YOKOHAMA.
Per *Disegno*, at 5 p.m., on Thursday, the
10th inst.

For SINGAPORE.
Per *Nico*, at 10.30 a.m., on Saturday,
the 12th inst.

For STRAITS and CALCUTTA.
Per *Wingang*, at 11.30 a.m., on Satur-
day, the 12th inst.

For KOBE and YOKOHAMA.
Per *Devotion*, at 4.30 p.m., on Monday,
the 14th inst.

MAILS BY THE BRITISH PACKET.—
The British Packet *Victoria* will
be despatched on TUESDAY, the
8th Nov., with Mails for the United
Kingdom, Europe, and countries be-
yond, via Suez Canal, to the Straits Settle-
ments, India, Aden, Egypt, Malta,
and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE FRENCH PACKET.—
The French Packet *Armand* will
be despatched on TUESDAY,
the 15th inst., with Mails to the
United Kingdom, Europe, and places be-
yond, via Suez Canal, to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), the Australasian
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Egypt,

A woman named Wong A. Ngen was brought before Mr. Wodehouse in the Police Court to-day charged with beating a girl of nine years named Chan San. Chan Hock, district watchman No. 13, said he saw the woman beating the child so severely with a rattan that he arrested her on a charge of assault. Inspector Bremner stated that he examined the girl when she was brought to the Central Station and found the marks of a very severe beating. The defendant said the girl was her servant and she beat her because she, on being told to give a sick child some tea, gave it cold water instead. His Worship remanded the case.

The preparations for the Jubilee holidays, which have been causing an increasing stir in the streets of the city for a week past, have now reached a stage at which it is possible to form some idea of the nature and magnitude of the contemplated demonstrations. The arrangements, however, are not yet sufficiently forward for descriptive purposes. Undoubtedly the most striking indication of the approaching "jubilations" is the densely crowded state of the streets caused by the large influx of Chinese visitors from Canton and other places on the Mainland. So large is the concourse of sight-seers in the principal thoroughfares already, one can hardly help wondering whether there will be any possibility of passing along the streets at all when the holidays do arrive. To-day the City Hall was thrown open for the benefit of women and children who have come to visit the Colony, and the building was in a pretty crowded state during the early part of the day.

The scandal in connection with the Government Civil Hospital, to which we referred in a paragraph last night, has to-day assumed a rather more grave aspect. The value of the property belonging to patients said to have been appropriated by the ward-master, Henry Watson, now appears to be greater than it was at first stated to be; and, as will be seen from our report of the proceedings to-day before the Police Magistrate, two of the officials on the staff of the Hospital are implicated in the felony. Police Sergeant Duncan McDonald, who went to Canton in pursuit of Watson on Thursday, apprehended the suspected man there yesterday afternoon, and returned to Hongkong with him last night. The other official alluded to, John Roy, also a ward-master, was arrested in the Hospital yesterday afternoon by Inspector Swanson. Watson admitted having some of the missing property in his possession, which he handed over to the Police Sergeant, and volunteered a statement which implicated Roy. The second prisoner, however, denied all knowledge of the affair. To-day Watson was charged with theft of property amounting in value to nearly \$800, and Roy with aiding and abetting him in the felony. Here the case rests for the present, it having been remanded for a week. The affair, however, casts a serious reflection on the administration of the Hospital, apart from its bearing on the conduct of the two officials named, and it is to be hoped, for the sake of the institution itself, that a public inquiry of the most searching kind will be made into the whole of the circumstances.

At the instance of Major W. P. Blandy, R.A., a colloquy named Wa. Tong was brought before Mr. Wodehouse in the Police Court to-day, charged with theft. Major Blandy stated that the prisoner was his house-cook and had been in his employ for about six months. Yesterday at 12.30 a.m. Major Blandy placed a silver watch and gold chain belonging to himself on a dressing table in his dressing-room, together with three dollars in small silver. He locked the door of the room and placed the key in another room as was his habit. It was the duty of the prisoner to open Major Blandy's dressing-room every morning from the bedroom, with a key produced. On opening the door yesterday morning Major Blandy saw the prisoner and Major Blandy pointed to some chips of wood which had been cut from the doorpost near the lock. The prisoner and the others stated that the room had been broken into. Major Blandy looked around, and at first missed nothing, but two minutes afterwards he came back and found that his watch and chain were gone. On examining the door it appeared to him not to have been broken open, although the lock had been tampered with. His suspicions being aroused he at once sent for the Police. The watch produced in Court was the one that had been missing. The prisoner was sullen to make him believe that the door had been broken open. Inspector Hennessy said he examined the door of the dressing-room, and saw that the marks on it were not made after the door was opened. He took the prisoner into custody, made further inquiries and searched the premises, but without finding any trace of the missing articles. He then told the prisoner that he suspected him of having stolen the articles and concealed them somewhere about the house, afterwards making the prisoner accompany him in a search over the premises. This experiment proved successful, for, by watching the movements of the culprit, the Inspector was able to lay his hands on the watch and chain, which were hidden in a lumber room. The prisoner was sentenced to six months' hard labour.

Conny Duncan Matheson, described as a daughterman, who was charged the other day with being drunk and incapable, and also with being a rogue and vagabond, was again brought before Mr. Wodehouse in the Police Court to-day. Police Constable Thomas Moran, recalled, said it was the case that the prisoner was employed by Messrs Bird and Palmer. His Worship said that as Matheson had been detained three days in goal, he would now be discharged.

We observe in the *N. C. Daily News* a copy of a letter sent by M. Thoreau to the *Chinese Times*, in which he stoutly denies the truth of the statement that 400 or 500 feet lineal of the new quay will have tumbled down, and that the rest would probably share the same fate. He states the works will be completed within the contract time. With regard to the allegation about the cholera patients being murdered, he says they were watched over by an experienced French doctor, M. Duchon Doris. He says a great many of the workmen, who had left have returned, there being now 1,200 men employed in the yards.

The *N. C. Daily News* says:—We are informed that a telegram was received in Shanghai yesterday (24th ult.) from Peking, to the effect that the question of Bonded warehouses in Shanghai is settled, and that the necessary funds, papers, etc., would be forwarded here as quickly as possible. We further learn that, for the present, at least, the China Merchants' Company have got the monopoly, and that their godowns at the Central Wharf and Kin-lay-yuen are to be immediately converted into Bonded Stores.

The *N. C. Daily News* of 28th ult. says:—H.M.S. *Albatross*, which arrived here on Wednesday, brought Admiral R. Vesey Hamilton, C.B., who has just received his promotion, and now flies his flag at the main. He will probably leave the station early in the Spring, and, according to the home papers, is to be succeeded by Vice-Admiral Newell Salmon. The *Albatross* leaves here in a day or two for the river ports, with Admiral Hamilton. The *Rambler* announced her departure yesterday morning with the usual series of yells, and the *Swift* arrived yesterday, and will be shortly followed by the *Supplies*.

The flagship of the Russian Pacific Squadron, the *Dmitri Donskoi*, an ironclad of 5,800 tons and 7,000 horse-power, built at St. Petersburg in 1883, met with a very serious accident at Vladivostok a few days ago. It appears that the Admiral with his staff had gone to inspect the large fort at the entrance of the harbour, with the view of estimating the protection the fort afforded, and the flagship was ordered to steam past it, as if she were a hostile ship forcing the entrance. The *Donskoi* accordingly came along at full speed, but was taken too close to the rocks, which ripped up a large piece of her outer bottom. Orders were at once telegraphed to Nagasaki to have the dock ready, as soon as the necessary temporary repairs had been effected to enable her to make the voyage. No doubt the Admiral will be able to report now that the natural defences of the entrance to the harbour may be trusted to prevent a hostile ironclad's succeeding in effecting a surprise. —*N. C. Daily News*.

The *New Telegraph* Convention.—The Convention to be held here, through the British and Russian Ministers are said to be urging its conclusion, the British Minister in what appears to be the business fear that the Eastern Extension Company will have to give up its line to Hongkong, it takes a lowered. The convention then is a device for keeping the price of telegrams to Europe at 32 a word, and it is strange that people in Shanghai, who are about to be taxed by it, have not shown more opposition to it. We know of good authority that the other foreign ministers in Peking, and many of the leading native officials, are strongly opposed to the convention; and the hands of the Government would do nothing, but, much strengthened if public opinion here would declare itself through its organ, the Chamber of Commerce. It is distinctly a matter for the Chamber to take. The convention is a device for taking the public for the benefit of the two cable companies; and we are somewhat surprised that the Chamber has not taken more public notice of it. If the Chamber replies that it has no official notice of the convention, we can only say that it seems to us as if we want of vigilance to wait until the convention is signed, and then protest against it.

THE SHANGHAI AUTUMN RACE MEETING.
Second Day.—Nov. 4.
The following are the winners at the second day's races:
The Northern Cup.
Mr. Krenner's *Pro Diavolo* ... 1
The Shanghai St. Leger.
Mr. Ouburg's *Lah-de-dah* ... 1
The China Cup.
Mr. King's *Macgregor* ... 1
The Autumn Cup.
Mr. Sarsoon's *Exquisite* ... 1
The Store Stakes.
Mr. Magnie's *Superbus* ... 1
The Liama Mao Stakes.
Mr. Goldolphin's *Bullion* ... 1
The Shanghai Stakes.
Mr. John's *Sussex* ... 1
The Monaco Cup.
Mr. King's *Macgregor* ... 1

THIRD DAY.—Nov. 5.
The Handicap Cup.
Mr. Chouh's *Lah-de-dah* ... 1
The Flyaway Prize.
Mr. Ten Brock's *Wild Dash* ... 1
The Cosmopolitan Cup.
Mr. Triad's *Haringer* ... 1
The Monaco Stakes.
Mr. Sarsoon's *Supersition* ... 1
Chau Shaw Kuei Cup.
Mr. Sarsoon's *Pai Sport* ... 1
The Consolation.
Mr. Buxey's *Merry Andrus* ... 1
The Champion Stakes.
Mr. Sarsoon's *Supersition* ... 1
The National Stakes.
Mr. Head's *Hollow* ... 1

FRAGRANT WATERS' MURMUR.
That the Spirit of the Jubilee is slowly taking possession of every member of the community, and is creating excitements, arduous, colorful, police, Turkey-red triumph, and all manner of curious freaks of art and fancy.

That people say the celebration here is to throw everything else into the shade, and there are rumours of a gigantic Florentine Hongkong appearing in enormous lamps, on the summit of one of the Peaks.
That next week will prove whether or not the celebration was a sight to be remembered, but, as to the engineering of such an event, this community has certainly not arrived at perfection.

That there is a lack of cohesive power among residents here, and that the only quality that seems to be fairly well developed is that of growing at what exists, or what is done by others.
That, although I do not claim a monopoly of the growing privilege, I admit that I can get through a good share of this kind of thing, which is the real palladium of British liberty and the safety-valve for British energy and spirit.

That the addresses to be presented to the Queen are above the average of such documents, the one to be signed by the European or Hongkong community (you call it the 'British' Address, erroneously, I venture to say)—being a great improvement upon similar literary efforts which I can recall to mind.
That the advice given by a great master of English to his pupils, to strike out nearly every adjective or fine word, does not apparently apply to literary efforts of the Jubilee order.

That in the English Address, 'we' (if Hongkong) are set down as 'the first outpost of the Far East,' which has been annexed, and has marvelously developed since its foundation; but otherwise the feeling of residents is very intelligently expressed, without a great waste of words and with good taste.
That it is to be hoped, at the same time, that the remark made, to the effect that 'the chief difficulty is to gain room for its yearly increasing commerce,' will escape the notice alike of Her Majesty and of Her Ministers, because, if not, it will certainly occur to them that Colony so prosperous is quite ripe for a new Tax.

That the introduction of the words, 'we' quoted into the Address might, without unduly taxing the imagination, be construed into an unbecoming attempt to bring to Her Royal notice the desirability of the Praya Extension scheme.
That, as is natural and characteristic, the Chinese Address goes upon freer pinions than the more sober English effusion, but that even here the absence of the usual flights of almost incomprehensible metaphor and burlesque of obscure classical allusions indicate an assimilation of or adaptation to Western ways of thought.

That the only sentences to which exception may be taken are that which speaks of the 'worthy men who have ever been selected to rule over us and promulgate Your Majesty's wise policy,' and the other which refers to the policy which 'abates taxation.'
That, seeing that the house taxes are now more than double what they were fifteen or twenty years ago, if allowance be made for the increase in rents, this abatement of taxation is not so apparent as it is stated to be.

That this little reference to 'worthy men' who have ruled over us may be set down as a bit of poetical license, seeing that the Address is a really eloquent production, and highly poetical in tone, especially its neatly-turned epilogues.
That we have had several 'worthy men' as rulers—more in number, perhaps, than of the other sort—and as we hope they are being developed, the slight inaccuracy may be forgiven.
That I firmly believe the general public sympathetic deeply with our gallant Major in his 'shame and regret' at the want of spirit de corps on the part of the Volunteers.

That such indifference must be most disheartening to those who have tried hard to instill some life into the movement, and I fear the fact must be accepted that 'dudman' has so tapped the *jeunesse dorée* of their manhood, that, among many of them, there is not energy enough left to take an aim, much less to handle a gun.
That some feel the slur cast upon the Corps more keenly than its Honorary Members, whose many business engagements prevent from attending drill and becoming efficient.

That this discredit, breakdown will either serve to revive an interest in the Corps, or will be its death-blow; and as it is believed in some quarters that certain members are not in touch with the majority of the members, the apathy may disappear by careful treatment.
That to judge from the tardy publication of the Minutes of Meetings of the Sanitary Board, the Government evidently holds to the opinion that, like wine, they will mellow and improve by keeping.

That the emanations of sewer gas on the Robinson Road level, above the Mosque Street pipes, are said to be answerable for repeated attacks of fever amongst the children in the neighbourhood.
That if an uprise is necessary, it is the duty of the Sanitary Board to see that it is taken higher up, so that the odour may be taken over the children's heads.
That it is strange the *Chong Koon*, a paper supposed to know something, if only a very little, about Hongkong, should have swallowed whole the absurd notion of the immediate laying of a railway round the Island.

That I have had on more than one occasion to undervalue a great deal, more in anger than in sorrow, on the historic Wicksteads of chair-coolies, and I must regret to see they have secured another victory, all the more to be regretted because in this instance the victim was a Lady.
That when our worthy Acting Prisoner Judge has been some time longer resident in Hongkong, he will perhaps see more plainly the moral obliquity of Southern chair-coolies in general.

That the mild admonition be administered to them during the hearing of the case referred to was so toned-down, with sympathy that no doubt the coolies left the Court under the impression that not only were they thoroughly whitewashed, but also worthy of the crown of martyrdom.
That to many it will occur that the coolies are much more deserving of sympathy than the coolies, and I think the recommendation given to an Irish servant-girl of somewhat 'mixed' qualities in search of employment, might be paraphrased for the benefit of the coolies that 'I heartily recommend them to all Christian philanthropists, and their employers to Divine Mercy.'

That the man's name who caused the Queen to be asked to select a sculptor for her own statue should be given on the Clock Tower, with a bar sinister between two loads for a cognizance.

That I am afraid the Jubilee celebration is too late here for any more C.M.G.s.
That our new Governor is credited with being possessed of the gift of discerning where wisdom (as well as the other thing) is to be found among his councillors, and the fervent prayer of the community is that his judgment does not fail him in this too-infected atmosphere.
That the present seems to be a favourable moment for raising the tone of our bureaucracy, so that every man shall stand on his own merits, and speak out his own convictions without let or hindrance.
That the recent observation made by Oliver Wendell Holmes, that 'an Englishman's hat is his fetish,' is undoubtedly true, and is no doubt due to the fact that, in spite of its strangely incongruous appearance, ninety-nine men out of a hundred appear to better advantage under a hat than with any other head-dress.

That though the hat is not much worn in Hongkong, save on special occasions, there are a few amongst us of rare metal, perhaps no other more so than one which occasionally encircles the brow of a now absent City Father.

BROWNIE.

THE GOVERNMENT CIVIL HOSPITAL SCANDAL.

In the Police Court to-day, before Mr. Wodehouse, Henry Watson (33), late ward-master in the Government Civil Hospital, and John Roy (32), ward-master in the Government Civil Hospital, were charged in the dock in connection with the alleged theft of money and valuable property from patients in the Hospital. Both prisoners were charged at the instance of Mr. George Rogers, steward at the Government Civil Hospital. It was alleged that the first prisoner, Watson, feloniously and fraudulently stole from the Hospital, together with the dock in connection with the alleged theft of money and valuable property from patients in the Hospital. Both prisoners were charged at the instance of Mr. George Rogers, steward at the Government Civil Hospital. It was alleged that the first prisoner, Watson, feloniously and fraudulently stole from the Hospital, together with the dock in connection with the alleged theft of money and valuable property from patients in the Hospital. 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I WONDER.

I wonder if she guesses it.
My little lady fine
Her picture no more expresses it.
This photograph of mine.

She sits up there and looks at me,
Upon the mantel high.
(Meanwhile chum's throwing books at me
Because I don't reply.)

She little knows what vows I make
Before this shrine of hers,
And could she see the boys I make
She'd call me mad, or worse.

I wonder if she dreams of it,
If ever, through her mind,
Go floating, stray faint gleams of it,
Like stars that show the wind.

I sing my little songs to her—
Foot, waltz, love, or love;
Each trifle that belongs to her
I weave into my verse.

She thinks them all so pretty,
I think she must have guessed;
She turns them off as witless
As though 'twere all a jest.

I wonder if she reads them all,
If ever, through her mind,
The meaning, as she reads them all,
I write between the lines.

Would she accept, refuse at all,
If she should guess—who knows?
And would I gain, or lose it all,
If I should speak in prose?

—Dexter Carleton Washburn.

JUDICE NOT.

Purchase the friend who showed the early years
Has yielded to the tempter's power,
Yet why shrink back and draw away thy skirt,
As though her very touch would do thee hurt?
Will thou prove treacherous in temptation's hour?
Perchance the one thou trustest more than life
Has broken lower's trust and cast thee by;
Yet judge him not the victor in life's strife
In his who borest the burden of life's trial.
And loavest God to judge, nor question how
Sings the great song of love and life, and
The willing anthem of the soul.
So live the life that thou mayest never feel
Afraid to say as at his throne you kneel,
"Forgive me, God, as I forgive my foe!"
—Chamberlain Journal.

CAPTAIN GRAHAM'S PASSENGER.

It was a calm clear moonlight night,
And we of the sea—were steaming across the
Atlantic at the rate at which the clouds
gleamed along the horizon. Captain Graham
and I were walking the deck together, for
he and I were great friends, and many a
time have we run across the "dub," and
I have often heard it said by those who
have sailed with him (passengers and crew)
that there never was man more fitted to
command a floating palace than "Old Graham."

It being just about the time of the London
Bridge explosion, our conversation naturally
reverted to that and other outrages of
the same kind.

"Well," he said, "talking of dynamite
reminds me of the first night watch. One of
the passengers came forward to me, and
asked for a salver in my own cabin immed-
iately, for it was pressing business. He
was a funny-looking chap, but that didn't
strike me at all for a man's steadyness it
has been my ill-luck to carry. What struck
me most was his nervous haste and fearful
restless eyes. In fact, he looked an out-
and-out Irish-American. When we got
down, after looking around for candles and
carefully locking the door, he said excitedly:

"Do you know that this ship will be at
the bottom in less than an hour?"
"No, I don't know," I said. "What do you mean?
Are you mad?" And I really began to doubt
his sanity.

"Ah," he continued, not heeding my
polite remarks, and what's more, you can
prevent it if you like."

"How?" he asked, not heeding my in-
structions.

"What are they?" I asked impatiently.
"Not so fast. You must agree to my
terms first."

"Name them."

"First," he said, "you must agree to let
me know what you think of my plan."
"What plan?" I asked.

"That," he said, "you must agree to let
me know what you think of my plan."
"What plan?" I asked.

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alongside, and two police officers boarded
us. Immediately I remembered my pas-
senger, and, indeed, though I
felt to give him up, I determined to keep
myself and not peach.

"Well," I asked one of the officials,
"what's up now?"
"Come this way," he said, walking aft.
"You see, Captain Graham, there's
been a forgery of bank-notes in England,
and our professional brethren on the other
side have made it too hot for them, so they
have taken a trip across here. Moreover,
we have reason to believe that the plates
are actually on your ship, so you will please
give us all the help you can. Do you un-
derstand?"

"Perfectly," I said to him, "I re-
plied."

"Only then the real truth flashed across
me.
Hadden't I been taken in nicely? No won-
der he wanted to save the ship from his
infernal machine, and he didn't misname it
either. I looked round and saw him again
on board the tug, along with the rest of the
passenger, looking as innocent as a lamb;
and next day when the police left, after a
fruitless search, he had the audacity to give
me the most knowing wink you ever saw.
That was indeed adding insult to injury;
first frightening me out of my wits, then
deceiving the voyage by a perfect, and worst
of all, acknowledging it by a wink. Wasn't
I tricked?"

"You may bet your sweet life I wasn't
sorry to see the last of him, though I must
say he was a genius in his way."
By Jove! he was, I echoed; being a
Fenian, he was coming in handy sometimes.
But, Captain, it's getting awfully cold.
I'll turn in. Good-night. —North British
Advertiser.

A CLOSE SHAVE.

Reclining lazily in a large arm-chair, my
head thrown back, my legs stretched out,
I mused over the events of the day. I was
translating me in one brief second from this
world of stern realities to the world of
dreams—and such dreams!
I was standing on the top of a lofty
mountain, the precipitous side on which I
stood falling down thousands of feet sheer
into the sea. I experienced, I re-
member, no alarm from the novel situation
in which I found myself, but rather a sense
of exhilaration. The whole scene was
drenched in the limitless blue vault
of heaven; and I, alone, stood as it were,
on earth's very margin, gazing into infinity.
I had a feeling—a glorious feeling—that at
last I was going to shake off "the world and
its worldly troubles." I stood there with a
feeling of wild freedom coursing through
my veins. Freedom lay before me, if I but
dared to grasp it. I felt that I possessed,
in a mysterious and unaccountable manner,
the power of volition. Wings I had
none, nor needed any, for I felt within me
the supreme power of volition. I had only
to will in order to do. I stepped forward
until I stood on a jutting angle of rock.
Gazing down I placed both arms over my
head, drew a deep breath, and then
plunged into space! Downwards I went,
but to my own surprise I fell softly. It
was the fall of the snowflake, not that of
the thunder-bolt!

Slowly I raised my right and dropped my
left, and, lo! I was falling. I found
myself describing a long, dreamy circle.
Reversing my arms, I felt myself carried
round in the opposite direction: a feather
floating in an eddy!

Now I dropped both arms to my side,
then, taking a full inspiration, felt that I
was instantly carried upward, towards, into
the air, beyond the clouds!

As the air in my lungs became exhaust-
ed, I gradually eluded, and, as I will it
should be so, finally stopped.

"Twice but for a moment, and then I lay
on my side, stretching my limbs out.
My body feeling away tranquilly over the
clouds, which lay below me, for beneath me
I saw, with the wilfulness of a way-
ward child, I changed my mind, placed
both arms high over my head, expiring the
while all the air from my lungs.

The effect was as I expected—magical.
Feet foremost, I rushed towards the coast
with terrific speed! The clouds swooping
down on my prey was as naught. It was
the fall this time of the thunder-bolt! And
yet I knew no fear, because I felt that I
could stop at will! Suddenly I inspired
once more, and, dropping both arms to my
side, hung, as it were, suspended vertically
in space, without effort, rising and falling
with my own breathing. Then I closed my
eyes, and began to sleep.

Oh! what delicious moments these warm
unconsciousness takes place. Borne
around me, no disturbing elements, nothing
out of peace—not even the memory of the
world I had bid adieu to, left to disturb
my slumber in mid-air.

As I then awoke, and I knew no more.
How long I remained thus I cannot even
imagine, but at length I seemed to regain
consciousness. The darkness of sleep ceased
to be fleeing away, and the daylight of ex-
istence once more dawned upon me. Where
senses reigned there seemed to be the sense
of sound, and I heard the steady breathing
of my own lungs, but I heard something
more than this—I heard the breathing of
another's.

"What!" said I "can it be possible that
some other mortal is gifted as I am with
the power of volition? The thought was
a terrible one to me.

At first I dared not raise my eyelids, for
less open them wide. I knew when I fell
asleep that I was suspended vertically in
mid-air! Alas! I certainly was, and happy
beyond the expression of speech in my
intense solitude. And yet it seemed as if
my own rhythmic breathing were being
checked and checked, and the steady breath-
ing of my own lungs, but I heard something
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another's.

I remember my position, suspended in
mid-air, and that I have but to will to be
beyond his reach—any, beyond the clouds!
I will my lungs! I make one supreme effort.
I rise at once—and then! there is a crash-
ing fall.

All seems confusion! As I look upwards
I find that I am held by the arch-fend him-
self, grinning more horribly than ever, and
in an agony of rage, he screams aloud:
"Who will serve me?" and for reply I hear
the mocking accents of the evilly demon:
"I will serve you—if you not jumps
about, sure!"

It was all over. I had fallen asleep at the
barber's, and had been dreaming. —E. M.
Tod, in North British Advertiser.

RYWATER, TANQUERAY & Co. (late
BREWSTER, PENNY & Co.) are agents for
Residents abroad, Missionaries, Chaplains,
&c., in every part of the world. Goods
and Outfits, supplied at Wholesale prices.
Shipping and passages arranged for the
passenger, looking as innocent as a lamb;
and next day when the police left, after a
fruitless search, he had the audacity to give
me the most knowing wink you ever saw.
That was indeed adding insult to injury;
first frightening me out of my wits, then
deceiving the voyage by a perfect, and worst
of all, acknowledging it by a wink. Wasn't
I tricked?"

Government Notification.

No. 66.

HARBOUR DEPARTMENT.

The following Rules regarding signalling at
the Peak are published for general in-
formation.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.

1823 Feet above Sea Level.

1. The Union Jack will be hoisted at the
Peak Head when any vessel is being
signalled.

2. The Commercial Code of Signals for
all Nations will be used at the Station.

3. All Signals made by vessels in the
Offing will be repeated.

4. When Signalling to Men-of-War in the
Harbour or in the Offing, a White En-
sign will be hoisted at the Flagstaff, and at
the Peak Head of the Man-of-War.

5. When a Steamer, or the smoke of a
Steamer, is sighted, the Compass Bearing at
the Yard Arm, and Distance off at the
Main Mast, will be hoisted. If, when the
vessel is made out, she is not a Mail Steamer,
the Vessel's Distinguishing Flag will be
substituted for the Compass Bearing, and it
will be kept flying until the ship anchors.
The Distance Signal will be kept up fifteen
minutes after the Steamer is made out.

6. If the Steamer is a regular Mail
Steamer a Gun will be fired, and a Ball over
the English, French, or American Ensign,
with the Distance off at that time, will be
shown at the Main Mast. The Compass
Signal and Symbol will be hoisted down.
The Ball and Ensign will be kept up until
the vessel anchors. The Distance Signal
will be kept flying for half-an-hour, and
changed at each successive half hour to show
the Distance off at that time. When the
North Point of Hongkong the Distance
Signal will be hoisted down. If the Mail
Steamer is not in the Harbour when it is
too dark to distinguish flags, a red light will
be exhibited at the West Yard Arm, or a
green light at the East Yard Arm until she
anchors.

7. River Steamers will not be signalled.

8. The approach of other Steamers from Macao
or Canton will be made known by showing
the National, or House Flag and Symbol at
the Yard Arm.

9. If a Flag showing that an Officer of
high rank is on board an incoming vessel, a
similar Flag will be shown above the Ball,
or the Flag alone will be hoisted at the
Main Mast.

10. The approach of Men-of-War and Sail-
ing Vessels will be notified by their proper
Symbols and National Colours, or House
Flags, at the Quarter of the Yard, or at the
Yard Arm.

11. The Distances of vessels will be
estimated from the Peak, and will be made
known by means of the Numerals which are at-
tached to the letters in the Flag of the
vessel.

H. G. THOMSON, R.N.,
Harbour Master, &c.

NAMES OF VILLAGES, &c.,

IN OR NEAR HONGKONG.

(Corrected Spelling.)

A-kung Ngam. San Tsun.

Ap-lai Chau. Shui-wei Po.

Chung-shan Hon. Shui-shui Po.

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Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF

SYDNEY will be despatched for

San Francisco, via Yokohama, on

TUESDAY, 22nd Instant, at 3 p.m.,

taking Passengers and Freight for Japan,

the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama, and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco \$200.00

To Liverpool 333.00

To London 333.00

To the European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re-
turning to San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Bills will be received at the office until 5
p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, November 1, 1887. 2136

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE Steamship SAN PABLO will be

despatched for San Francisco, via

Yokohama, on SATURDAY, the 12th

November, at 3 p.m.

Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.

All parcels Packages should be marked to
address in full, and name will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—

To San Francisco \$200.00

To Liverpool 333.00

To London 333.00

To the European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re-
turning to San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, November 1, 1887. 2040

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS